OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90 CB7/2

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME City of Madeira
STREET 7141 Miami Avenue

CITY/ZIP Madeira, Ohio 45243

PROJECT NAME Camargo Road Culvert Improvements at Demar Rd.
PROJECT TYPE Bridge
TOTAL COST $700,000.00

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45243

92 OCT 16 P1:02

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 622,500.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
- [X] Grant
- [ ] Loan
- [ ] Loan Assistance

- [ ] **State Issue 2 Small Government Fund**
- [ ] **State Issue 2 Emergency Funds**
- [ ] **Local Transportation Improvement Fund**

FOR OPWC USE ONLY

OPWC PROJECT NUMBER:_____ OPWC FUNDING AMOUNT:$_____

1.0 APPLICANT INFORMATION

1.1 **CHIEF EXECUTIVE OFFICER**
TITLE City Manager
STREET City of Madeira
7141 Miami Avenue
CITY/ZIP Madeira, Ohio 45243
PHONE (513) 561-7228
FAX (513) 561-6062

1.2 **CHIEF FINANCIAL OFFICER**
TITLE Finance Director
STREET City of Madeira
7141 Miami Avenue
CITY/ZIP Madeira, Ohio 45243
PHONE (513) 561-7228
FAX (513) 561-6062

1.3 **PROJECT MANAGER** Robert F. Dreyer, Jr.
TITLE Project Engineer
STREET CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936

1.4 **PROJECT CONTACT** Thomas W. Moeller
TITLE City Manager
STREET City of Madeira
7141 Miami Avenue
CITY/ZIP Madeira, Ohio 45243
PHONE (513) 561-7228
FAX (513) 561-6062

1.5 **DISTRICT LIAISON** Mr. Joseph D. Cottrill
TITLE District 2 Liaison Officer
STREET Hamilton County Engineers Office
138 East Court Street, Room 700
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 632-8540
FAX (513) 723-9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Camargo Road Culvert Improvements at Demar Road

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

The project is located along Camargo Road near the intersection of Demar Road.

B. **PROJECT COMPONENTS:**

The project consists of rehabilitating approximately 591 L.F. of the concrete arch culvert with structural tunnel lining to support the full AASHTO loading on the culvert. The anular space between the old and new structures will be filled with grout. The project also includes new concrete footings cast-in-place in the existing structure, new wingwalls and headwalls, and removal of excess fill material placed over the old culvert. The existing structure is in critical condition. Please see the attached geotechnical report, site plan and prepared typical section.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

The existing concrete arch culvert is 20' W x 10' H x 591' long. Approximately 70' of the culvert crosses under Camargo Road.

The new structural aluminum plate culvert (lining) will be 18' W x 7'-8" H x 591' L.

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

The hydraulic capacity of the culvert will be adequate to carry the calculated 50-year peak run-off of 1300 CFS which accumulates from a drainage area of 2.15 square miles. The bridge currently carries 8,000 vehicles per day.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

Please see attached Engineering Report concerning culvert.

3.0 PROJECT FINANCIAL INFORMATION

3.1 **PROJECT ESTIMATED COSTS** (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$ N/A
	2. Final Design	$ N/A
	3. Construction Supervision	$ N/A
b)	Acquisition Expenses	
	1. Land	$ N/A
	2. Right-of-Way	$ N/A
c)	Construction Costs	$637,040.00
d)	Equipment Costs	$
e)	Other Direct Expenses	$
f)	Contingencies	$ 62,960.00
g)	**TOTAL ESTIMATED COSTS**	$700,000.00

3.2 **PROJECT FINANCIAL RESOURCES** (Round to Nearest Dollar and Percent):

		Dollars	%
a)	Local In-Kind Contributions*	$	
b)	Local Public Revenues	$	
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. ODOT	$	
	2. FMHA	$	
	3. OEPA	$	
	4. OWDA	$	
	5. CDBG	$	
	6. Other MRF	$ 77,500.00	11
e)	OPWC Funds		
	1. Grant	$622,500.00	89
	2. Loan	$	
	3. Loan Assistance	$	
f)	**TOTAL FINANCIAL RESOURCES**	$700,000.00	100

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application:</u>

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS N/A

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	COST ITEM	RESOURCE CATEGORY	COST
1)	_____	_____	$_____
2)	_____	_____	$_____
3)	_____	_____	$_____
		TOTAL OF PREPAID ITEMS	$ N/A

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$700,000.00	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$622,500.00	89 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ None	0 %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$_____	____ %

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	ENGR. DESIGN	09/01/92	04/09/93
4.2	BID PROCESS	04/12/93	05/04/93
4.3	CONSTRUCTION	07/28/93	12/15/93

NOTE: The above schedule assumes notification of Issue 2 Funding by July 01, 1993.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Thomas W. Moeller, City Manager
Certifying Representative (Type Name and Title)

Thomas W. Moeller
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

X ____ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

X ____ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

X ____ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

X ____ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

____ Yes
X ____ N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

____ Yes
X ____ N/A Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee

Certifying Representative (Type Name and Title)

William W. Brayshaw 3-1-93

Signature/Date Signed

CAMARGO ROAD CULVERT @ DEMAR ROAD

OPINION OF CONSTRUCTION COST

CITY OF MADEIRA, OHIO

PROJECT NO. 92221

ITEM NO.	SPEC. NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
1	201	Clearing and Grubbing	1	LS	10,000.00	10,000.00
2	203	Excavation Including Embankment (Proposed Ditch)	1,500	CY	10.00	15,000.00
3	503	Cofferdams Cribs & Sheating	1	LS	15,000.00	15,000.00
4	503	Unclassified Excavation	60	CY	25.00	1,500.00
5	509	Reinforcing Steel, Grade 60	12,000	LB	.60	7,200.00
6	510	Footing Dowels	592	EA	15.00	8,880.00
7	511	Class 'C' Concrete for Repair of Existing Culvert Bottom	35	CY	300.00	10,500.00
8	511	Class 'C' Concrete Footings Inside Culvert	60	CY	350.00	21,000.00
9	511	Class 'C' Concrete Footings Outside Culvert	65	CY	250.00	16,250.00
10	511	Class 'C' Concrete Walls Above Footings	52	CY	450.00	23,400.00
11	601	2'-6" Thick Stone Rip-Rap	300	CY	50.00	15,000.00
12	601	4" Concrete Paved Invert	1,311	SY	60.00	78,660.00
13	606	18' x 7'-8" Aluminum Plate Arch	591	LF	400.00	236,400.00
14	659	Seed and Mulch	1,700	SY	.80	1,360.00
15	SPL	Non-Shrink Grout for Keyways	10	CY	400.00	4,000.00
16	SPL	Grout Nipples for Plate Arch (3/ring x 10' spa.)	180	EA	23.00	4,140.00

CAMARGO ROAD CULVERT @ DEMAR ROAD

OPINION OF CONSTRUCTION COST

CITY OF MADEIRA, OHIO

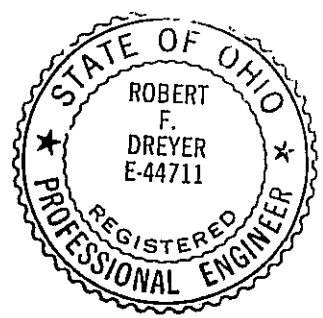
PROJECT NO. 92221

ITEM NO.	SPEC. NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
17	SPL	Type IV Engineered Fill to Grout Behind Plate Arch	1,150	CY	125.00	143,750.00
18	SPL	Pressure Grout Voids Below Existing Culvert	40	CY	500.00	20,000.00
19	SPL	Connection of Aluminum Arch to Concrete Box	1	LS	5,000.00	5,000.00
		SUM				637,040.00
		+ 10% Contingency				62,960.00
		TOTAL PROJECT COST				**700,000.00**

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE PROPOSED IMPROVEMENTS WILL BE IN EXCESS OF 30 YEARS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

Robert F. Dreyer, Jr. P.E.
#E-44711



ORDINANCE NO. 93 - 03

AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR STATE ISSUE II INFRASTRUCTURE IMPROVEMENT FUNDS FOR THE REPAIR/REPLACEMENT OF THE CAMARGO ROAD CULVERT AT DEMAR

WHEREAS, the Hamilton County Engineer's Office has notified the City of Madeira of the structural deficiencies in the Camargo Road Culvert, and;

WHEREAS, City Council has authorized the study of the work to correct these deficiencies, and;

WHEREAS, the Public Works Committee and the City Manager recommend that this project be submitted for funding under the State Issue II infrastructure Improvement Program.

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Madeira, State of Ohio:

SECTION 1. That the City Manager is hereby authorized to submit to the State Issue II Integrating Committee an application for funding under the State Issue II Infrastructure Improvement program for the Camargo Road Culvert Project.

SECTION 2. That this Ordinance shall take affect from and after the earliest period allowed by law.

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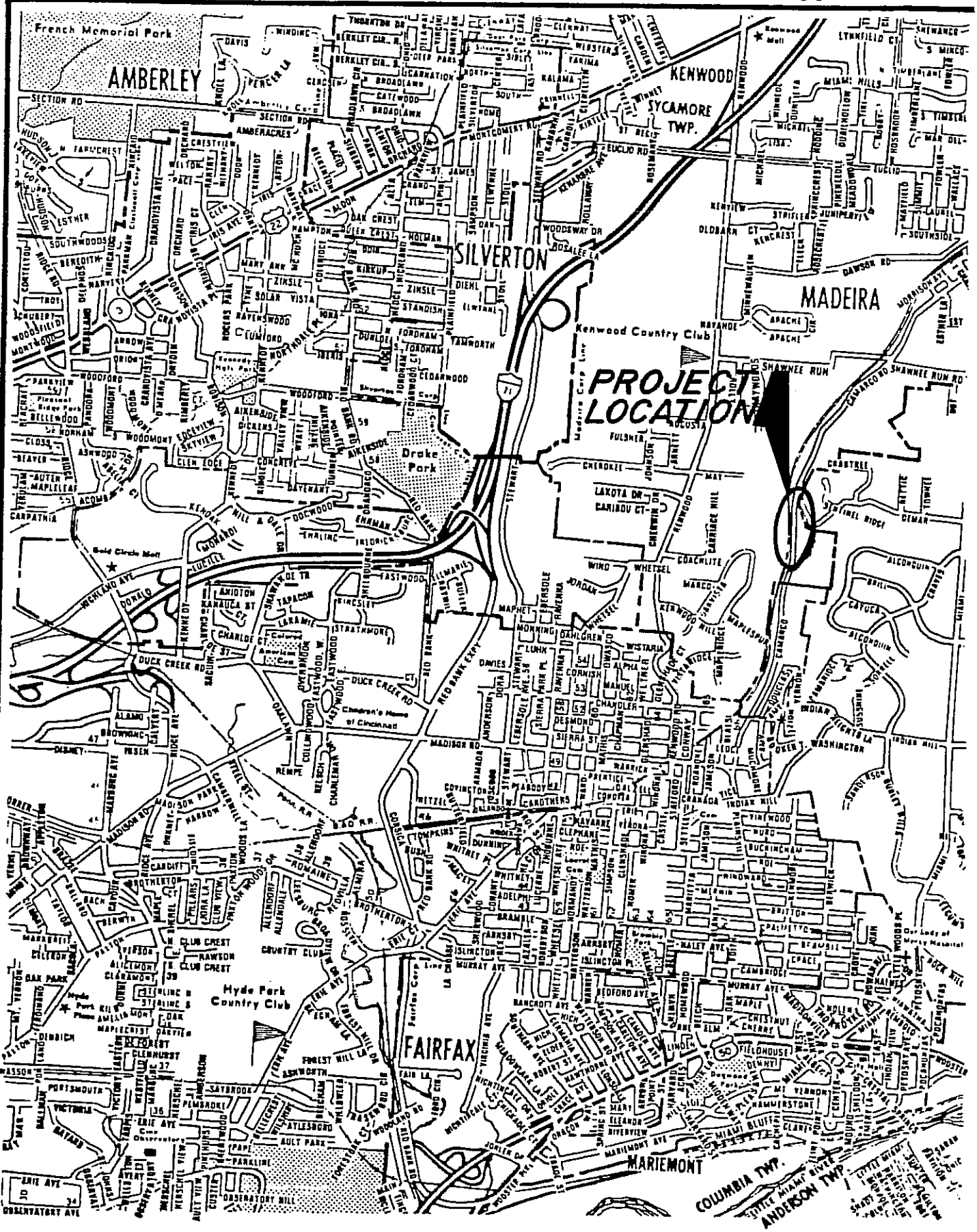



DRAINAGE AREA
SAGAMORE DR
PLAINFIELD ROAD
SELWYNNE DRIVE
Silverton Field
DEER PARK
KENWOOD
Kenwood Country Club
Country Club
Kenwood
MIAMI ROAD
MIAMI AVE
MADEIRA
EULER AVE
THOMAS DRIVE
INDIAN HILL
VILLAGE
IUKA AVE
OSCEOLA AVE
South Clippinger
North Clippinger
DRAKE ROAD
Sycamore

(ANNAKO)

STATE OF OHIO - DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

BRIDGE INSPECTION REPORT

BR-86 REV 01-77

STRUCTURE FILE NUMBER	BRIDGE NUMBER (CO / ROUTE / UNIT)				YEAR BUILT
3 1 3 2 3 5 8	HAM	SG292	0098HAD	MUNI= 2395	2200

DISTRICT	BRIDGE TYPE	TYPE SERVICE		
08	195	1 15	LITTLE DUCK CREEK	HAM

Item	No.	Type	Cond	Item	No.	Type	Cond
DECK							
1 FLOOR	8			2 WEARING SURFACE	56		
3 CURBS & WALKWAYS	10			4 MEDIAN	58		
5 RAILING	12			6 DRAINAGE	59		
7 EXPANSION JOINTS	14			8. SUMMARY	61		
SUPERSTRUCTURE MAX.SPAN= 20				TOT.LENGTH= 24			
9 ALIGNMENT	16			10 BEAMS or GIRDERS	62		
11 DIAPHRAGMS or CROSSFRAMES	17			12 JOIST	64		
13 FLOOR BEAMS	18			14 FLOOR BEAM CONNECTIONS	65		
15 VERTICALS	19			16 DIAGONALS	66		
17 END POST	20			18 TOP CHORD	67		
19 LOWER CHORD	21			20 LOWER LATERAL BRACING	68		
21 TOP LATERAL BRACING	22			22 SWAY BRACING	69		
23 PORTALS	23			24 BEARINGS	70		
25 ARCH	24			26 ARCH COLUMNS or HANGERS	72		
27 SPANDREL WALLS	25			28 SUSPENSION SYSTEM	73		
29 SUSPENDERS	26			30 TOWERS	74		
31 BENT POST	27			32 ANCHORAGE	75		
33 BRIDGE MACHINERY	28			34 PAINT	76		
35 LIVE LOAD RESPONSE	29			36. SUMMARY	78		
SUBSTRUCTURE SPANS= 1							
37. ABUTMENTS	30			38 ABUTMENT SEATS	80		
PIERS= 0							
39. PIERS	33			40 PIER SEATS	83		
41. BACKWALLS	36			42 WINGWALLS	87		
43 FENDERS & DOLPHINS	37			44. SUMMARY	87		
CULVERTS MAT.=CONCRETE							
45 GENERAL	38	6 / 6	4	46 ALIGNMENT	64		2
47. HEADWALLS or END WALLS	40	1 / 1	3	48. SUMMARY	85		3
CHANNEL							
49 ALIGNMENT	42		2	50 PROTECTION	86	I / 1	3
51 WATERWAY ADEQUACY	43		1	52. SUMMARY	88		6
APPROACHES BRDG.RD.WIDTH=							
53 PAVEMENT	44	2 / 2	2	54 ALIGNMENT	89		2
55 GRADE	46		2	56 APPROACH SLABS	90		
57. GUARD RAIL	47	0 / 0	2	58 RELIEF JOINTS	91		
59 EMBANKMENT	49		2	60. SUMMARY PCT.LEGAL=150	92		6
GENERAL							
61 NAVIGATION LIGHTS	50			62 WARNING SIGNS	93		
63 INSPECTION RESPONSIBILITY	51	3		64 MAINTENANCE RESPONSIBILITY	94	3	
65 VERTICAL CLEARANCE MVC UN=9999 UND=0000	N 57		N	66. GENERAL APPRAISAL & OPERATIONAL STATUS	95	COND 3	STAT. A

Note: Would suggest some concrete cores be taken and tested to determine deterioration. Concrete pipe shows cracking. Upstream Invert gone

67 INSPECTED BY [signature] IH 97 INITIALS

68 REVIEWED BY [signature] PE SJ/ 111 INITIALS

1 1 1 1 1 1 1

CDS
engineers
architects
planners

December 18, 1992

Mr. Thomas Moeller, City Manager
City of Madeira
7141 Miami Avenue
Madeira, Ohio 45243

RE: Camargo Road Culvert at Demar Road
92221

Dear Mr. Moeller:

At your request we have reviewed the condition of the existing culvert that extends under Camargo Road near its' intersection with Demar Road. The purpose of our review was to render an opinion regarding the ability of the culvert to support the vehicular loadings specified by the American Association of State Highway and Transportation Officials. The culvert is a cast-in-place reinforced concrete arch structure 20' W x 10' H x 591' L with a concrete slab floor.

During our visits to the site and those made by the geotechnical engineering consultant, G.J. Thelen & Associates, Inc., we both observed longitudinal cracks along the west side of the existing concrete arch culvert and many areas where the culvert has deformed 3" to 9" inward. These are indications of severe distress in an arch structure which could, in our opinion, lead to a collapse of this structure.

Based on these field observations and the geotechnical engineer's report prepared for this project by G.J. Thelen & Associates, Inc., we recommend that the existing concrete arch culvert be posted with a load limit. It is our engineering judgment that a "10 TON LOAD LIMIT" be posted for this structure and journalized with the appropriate traffic enforcement agency.

Sincerely,

CDS ASSOCIATES, INC.

Steven Anslinger

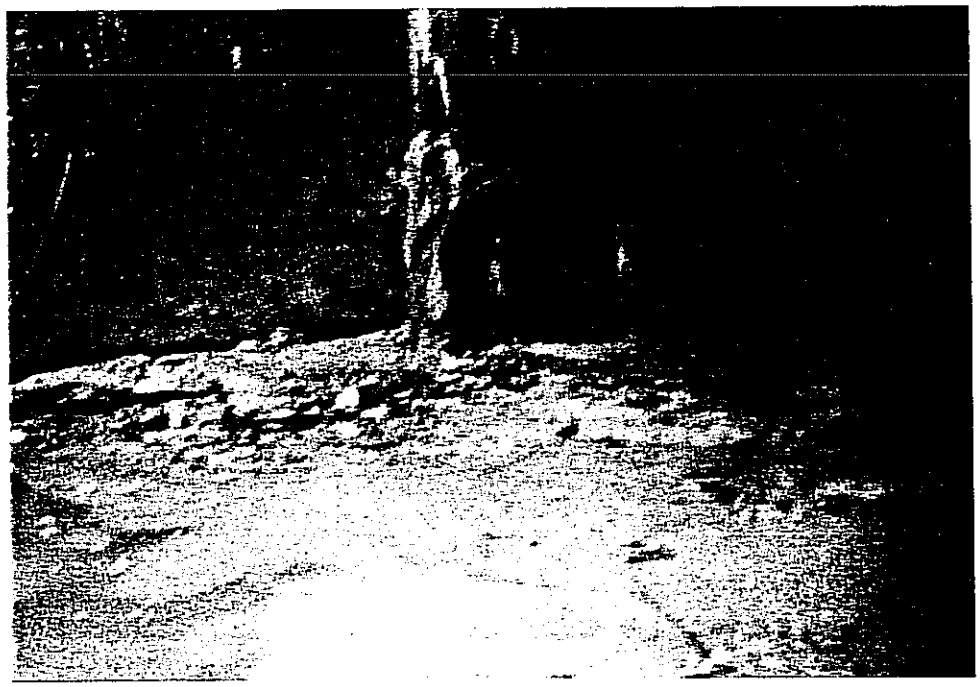
Steven J. Anslinger, P.E.
Structural Project Engineer

SJA:cjw
SJA:MOEL1215

CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
513/791-1700
513/932-2641
Fax: 513/791-1936

DETERIORATED FLOOR SLAB AT INLET END OF CULVERT

DETERIORATION OF CONCRETE SIDEWALLS



DETERIORATED FLOOR SLAB & WALLS AT OUTLET OF CULVERT

INLET END OF CULVERT

ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed _____ Poor ___X___

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The Bridge has a general condition rating of 3 and was last repaired in 1936. Headwalls and wingwalls need to be reconstructed along with structural lining reconstruction of the culvert. The existing concrete arch culvert is severely cracked throughout its length due mainly to the excess fill placed on the central section of the culvert which has produced unequal loadings. In many locations the reinforcing steel has deteriorated which is evidenced by rust stains on the concrete surfaces where the reinforcing cannot be seen and in the locations where the reinforcing is exposed to view. See the bridge inspection and geotechnical reports included. The culvert needs to be lined with structural aluminum plate to regain structural integrity and the headwalls and wingwalls need to be replaced.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

_____1_____ weeks/(months) (Circle one) (Could be at 1st Council Meeting)

Are preliminary plans or engineering completed?	(Yes)	No	
Are detailed construction plans completed?	Yes	(No)	
Are all right-of-way and easements acquired?	Yes	(No)	N/A
Are all utility coordinations completed	Yes	(No)	N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

_____4_____ weeks/(months)

The estimated time to complete the detailed construction plans through the bid process is seven (7) months (09/01/92 - 04-09-93). Utility coordination and preparation of easement documents will be provided in concurrence with the detailed plan preparation.

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The safety of the culvert will be increased. The possibility of failure exists since the culvert has many cracks, the reinforcing steel is deteriorating, the concrete at the entrance and exit is missing and the concrete arch is sagging in many places. Over 8000 cars per day from at least seven different communities use this road.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local ___X___

MRF ___X___ ODNR _____ CD _____

Other _____

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992, for this project with the Hamilton County Engineer's Office. (Amended application is attached.)

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

___20___%

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban ___X___ No Ban _____

Will the ban be removed after the project is completed?

Yes ___X___ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

The current ADT = 8000 vehicles per day. This facility currently serves approximately 9600 users per day. The culvert drains an area of 2.15 square miles.

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164? (This must be included with the application to be considered for funding.)

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Camargo Road is a collector between U.S. Rt. 50 at its south end and S.R. 126 at its north end. It serves the residents of Madeira and Indian Hill directly, as well as Camargo Road travellers from Cincinnati, Columbia Township, Miami Township and Sycamore Township.

STATE ISSUE 2 PROGRAM - ROUND 6 7

LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 199

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: MADEIRA

NAME OF PROJECT: CAMARGO ROAD CULVERT IMPROVEMENTS @ DEMAR ROAD

TOTAL POINTS FOR THIS PROJECT: 46

NO. POINTS

5/10 1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by end of 1993

5 Points - Will be under contract by March 30, 1994

0 Points - Will not be under contract by March 30, 1994

16 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

20 Points - Poor Condition
16 Points -
12 Points - Fair to Poor Condition
8 Points -
4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

2 3) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significant effect (e.g., widen to and add lanes along entire project)
8 Points - Moderate to significant effect
6 Points - Moderate effect (e.g., widen exist. lanes)
4 Points - Moderate to little effect
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

4? 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor Safety.
2 Points - No measurable impact

4 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

2 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

? 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

SUPPORT INFO SAYS THERE IS A BAN, BUT INSPECTION REPORT INDICATES NO RESTRICTION.

CDS RECOMMENDED IN LETTER A BAN DATED 12-18-92

OPEN AND LIMIT

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

4 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served. when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, bu only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

3 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic. functional classification. size of service area. number of jurisdictions served. etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

____ 10) Has the jurisdiction enacted the optional $5 license plat fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

1) Median per capita income

2) Per capita assessed valuation of the total community real estate and personal property

3) Poverty indicators

4) Effective tax rates

5) Total corporate debt as a percentage of assessed valuation

6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact - Primary water or sewer main serving an entire system

Moderate impact - Waterline or storm sewer serving only part of a system

Minimal impact - Individual waterline or storm sewer not part of a system